

# COURSES

## General information

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You can nominate to attend a course by email, telephone, fax or mail. Confirmation of your booking, by your preferred method, will be sent once your nomination is received. We can invoice or accept credit cards for payment of course fees, just tell us what suits you best.

### Unscheduled Courses

We try to cater for your needs and frequently schedule extra courses to meet demand. Please ask us if you have any special requests and we will do our utmost to meet your needs.

### Help Line

As people don't necessarily deal with exporting or dangerous goods all the time, we offer a free help line to try and answer your questions. The call is a "Free-call" outside the Perth metro area, and if we can't answer your question, we have access to someone who can. The help line can be used for all exporting or dangerous goods questions, course information and bookings.

**(08) 9277 6968** (within Australia)

**(+61 8) 9277 6968** (outside Australia)

**Email: [help@airsafe.com.au](mailto:help@airsafe.com.au)**

### General Information

The courses offered by **AIRSAFE** are training programs, where the participant's objective is to develop, maintain, or improve employment related skills.

Each course has set **Objectives** and the **Method of Training** is in lecture form, encouraging discussion and involvement. The **Outcome** of the program is that participants acquire working knowledge and the ability to perform tasks and achieve set objectives.

Course fees include training material and coffee and tea however lunch is not provided.

To cancel or defer from a course you must notify us at latest two working days before the course begins. Refunds for cancellations made after this time are at the discretion of the management.

# COURSES

## Advanced Handling - Load Distribution & Restraint for Air

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*One half-day course or CBT*

### Purpose

The purpose of the course is to ensure that cargo is loaded and restrained so as to ensure it can be transported by air without risk of damage to itself, other freight or the aircraft.

### What you get

The course provides an awareness of the principles of aircraft handling, plus an understanding of the concepts behind them. There is comprehensive instruction in the theoretical and practical aspect of loading freight on aircraft and on, or in, aircraft Unit Load Devices (ULDs).

### Course Qualification and Recognition

The course is recognized by:

- The International Air Transport Association (IATA) Agency Services in Australia, acting on behalf of the Cargo Executive Council of Australia;

A certificate is issued on successful completion of the course questionnaire and the qualification is valid for **THREE YEARS**.

### Who Should Attend?

The course is required under IATA Resolution 809 for the staff of air freight forwarders involved with the loading of ULDs. It is also highly recommended for airline, or airline ground handling personnel involved with the loading of ULDs.

### Level of Competency

No previous knowledge or experience of air transport or air freight forwarding is required to complete the course.

### Course Fee

Classroom course – available on request

CBT – online through our web-site – AUD120.00 (including GST)

# The Syllabus

<p><b>INTRODUCTION</b></p> <p>Aircraft types</p> <p>Acceptance of freight</p> <ul style="list-style-type: none"> <li>- Packing</li> <li>- Labelling</li> <li>- Damaged Packages</li> <li>- Handling labels</li> </ul> <p>Aircraft structure</p> <ul style="list-style-type: none"> <li>- Weight limitations</li> <li>- Aircraft equipment</li> <li>- Aircraft containers</li> <li>- ULD types</li> </ul> <p><b>RESTRAINT</b></p> <p>General principles</p> <p><b>LOADING</b></p> <p>Loading principles</p> <p>Centre of gravity</p> <p>Limitations</p> <p><b>SHORING</b></p> <p>Calculating when shoring is required</p> <p>Shoring principles</p> <ul style="list-style-type: none"> <li>- Spreader boards</li> <li>- Shoring Timbers</li> <li>- Shoring a load example</li> </ul>	<p><b>RESTRAINT</b></p> <p>General principles</p> <p>Restraint terminology</p> <p>Restrain Methods</p> <p>Restraint Tables</p> <p>Restraint Example</p> <p><b>ULD SERVICEABILITY</b></p> <p>ULD inspection</p> <p>Special loads</p> <ul style="list-style-type: none"> <li>- Vehicles</li> <li>- Pipes/Tubes/masts etc</li> <li>- Crate tiedowns</li> <li>- Perishables</li> <li>- Wet cargo</li> </ul>
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## Course outcomes

### **INTRODUCTION**

Participants at the completion of this section should be able to:

1. Identify what are wide bodied and narrow-bodied aircraft and the styles of loading associated with that type of aircraft.
2. Identify what is acceptable packaging for the air transport environment, the minimum markings and labels required when accepting freight for air transport and the correct procedures when dealing with damaged freight.
3. Know the various forces that are placed on the aircraft structure (stringers and frames) when loading freight, what are the aircraft hold weight limitations and what equipment is used when loading freight for carriage and restraining the load.

### **RESTRAINT** (Basic principles)

Participants at the completion of this section should be able to identify the general principles of restraining freight using standard aircraft equipment on board an aircraft or in an aircraft freight container and the forces exhibited on freight.

### **LOADING**

Participants at the completion of this section should be able to:

1. Identify the basic principle of planning and loading air freight for transport.
2. Demonstrate the principles of centre of gravity when planning or loading air freight for transport.
3. Identify the running length, square foot (cm) and article crushing point limitations that impact on the distribution of weight when loading air freight for transport.

### **SHORING**

Participants at the completion of this section should be able to calculate when shoring is required and identify the basic principles of shoring a load by use of spreader boards and shoring timbers.

### **RESTRAINT**

Participants at the completion of this section should be able to identify when to apply restraint and the acceptable restraint methods using straps and angles to ensure a secure load of oversized or heavy items.

### **ULD SERVICEABILITY**

Participants at the completion of this section should be able to:

1. Identify what ULD's are deemed serviceable through inspection and the assessment of any degree of damage.
2. Identify loading principles for special loads such as vehicles, pipes, tubes and masts etc, large crates, perishables and wet cargo.